

## FACTS ABOUT PORTLAND.

It is the Metropolis of the Pacific Northwest.

## INDUCEMENTS IT OFFERS.

The Older it Grows the Greater it Becomes.

By J. Martin Miller, assisted by E. Brock of the Portland Oregon.

The grand position which Portland, Oregon, holds to-day as the metropolis of the Pacific Northwest, is attested by the unmatchable product of its geographical situation and the demonstration of its future as a standard. The map of the globe furnishes few more favorable sites for a commercial and manufacturing centre than the Hudson is to New York. It is destined to be the New Orleans of the Northwest. It is destined to be the Chicago of the Northwest. It is the mighty Columbia with its navigable tributaries, the Willamette, the Snake, the Lewis, Cowich, Clackamas and Yamhill. Situated at the head of deep sea navigation and the natural entrance for the commerce of all the navigable streams of the Pacific Northwest, it has all the advantages of all the other ports of the region around it, and while railroads are coming in every year from local or Eastern sources, the easy and cheaper water transportation must continue to operate for the ascertainment of Portland's commercial ascendancy. The unsurpassed wealth in timber, ore, and agricultural resources of the wonderland, the grain fields and boundless grazing areas of the "Inland Empire," the vast timber and mineral products of the region north of Portland, into which six railroads are now scrambling with all possible haste, must all be recognized as inevitable because nature feeds to Portland. Other cities will be founded as they have been in the past, and with one another they will seek to divert trade from its natural channel. But Portland is destined to be the great port of the Northwest, and the railroads will come to her, and the waterways themselves, will bring the enormous products of the region drained by the Columbia and its many tributaries to the metropolis of Oregon. The only menace to Portland's greatness was passed in 1884—the completion of the rail connection with the East and the triumphant issue of its doubtful solution.

## OCEAN NAVIGATION.

Portland belongs to that successful list of ports where ships can come to anchor in a quiet river after many miles of travel nearer the seaboard. The cost of ocean transportation, although the cost of commerce, is greater than rail; and so it has come that whenever ships can get up rivers or tortuous estuaries into the land ports at the coast will languish, while at their expense great cities grow at the head of navigation. Boston, San Francisco, some Irish and South American ports are instances of this. The chief port of the Northwest is destined, but in the eyes of the world, to be Portland. In this regard are London, New Orleans, Philadelphia, Baltimore, Quebec, Savannah, Hull, Glasgow, Hamburg, Bremen, Antwerp, Rotterdam, Valencia, Basque, and Rangoon. It is, in fact, one of the interesting

portions of Portland. The vast resources of the country, which have been hitherto concentrated in the Pacific Northwest, are now being developed and the mining regions in the interior are being built up to a high degree. No less than five points on the Oregon coast are being developed, and the great timber, mineral, and fish products of the coast and coastwise by easy water level roads to Port Portland.

## COMMERCIAL ACHIEVEMENT.

The annual wholesale and jobbing trade of Portland reached in 1889 the amount of \$11,600,000 for the year, and the amount of its growth since 1885, as the following table shows:

For the year 1889 this trade was over ..... \$100,000,000  
For the year 1888 this trade was over ..... 85,000,000  
For the year 1887 this trade was over ..... 70,000,000  
For the year 1886 this trade was over ..... 60,000,000

## A CHARTATIVE TABLE SHOWING THE COMMERCIAL GROWTH OF PORTLAND.

The figures here given are taken from the public records of the three cities, with the exception of the commercial statistics of June and Bradstreet.

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